



I P M B A

EMS Bike Team Start-Up Information

This Packet Contains:

Introduction
Team Uses
Equipment
Training
Funding
Additional Resources

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Introduction:

Starting an EMS Bike Team

Welcome to the world of EMS on Bikes!

Congratulations on your decision to start an EMS bike unit. You are joining the ranks of hundreds of EMS agencies nationwide which have successfully implemented and utilized medical personnel on bikes to the benefit of both their communities and their departments.

This packet is designed to introduce you to some of the fundamental aspects of EMS bike teams: team uses, equipment, funding, and training. It will answer frequently asked questions, assist you in establishing policies, and guide you through the maze of start-up issues.

Good luck! And please remember to contact IPMBA at 410-685-2220 with your questions, comments or ideas.

Team Uses

The use of bicycles by EMS teams is on the rise. More and more EMS providers are becoming aware of the benefits of an extremely mobile team of first responders. Bikes are used by city and county fire/EMS departments, towns, villages, military installations, colleges and universities, hospital-based EMS, and search & rescue teams. Every agency has its own unique set of reasons for adopting the bike, but all of them share the same primary motivation: to get medical assistance to those who need it as quickly and safely as possible.

Cost effectiveness and mobility allow mountain bikes to bridge the gap between foot patrol and ambulance, which can mean the difference between life and death in congested or crowded conditions. Experience has shown that citizens are more likely to approach EMS personnel on bikes than those in ambulances. Also, those on bikes are better able to use all of their senses to detect and address problems.

Most agencies that utilize EMS bike teams do so on a part-time basis, but many put their personnel on bikes year-round. Riding on New Year's Eve may sound like fun in Arizona, but riding in Boston at that time of year may not be quite as enjoyable.

Before you start buying bikes and other equipment, ponder this question: what are your plans for **your** bike team? Here are just a few of the reasons that agencies have chosen to put EMS personnel on bikes.

- Special events
- Rapid response in wilderness/rugged areas
- Daily patrol in congested areas, such as tourist destinations
- Patrol of airports, train stations, subways, tunnels and depots
- Urban and wilderness search & rescue teams
- Amusement parks/sports arenas
- College/university EMS
- Disaster response
- Mass casualty situations over a large geographic area
- Public safety education

Deciding the type and uses of the bike team helps determine equipment needs. It is important to remember that these EMS units will be powered by human beings, who will be limited by capacity and weight in the amount of medical equipment they can carry.

Equipment

Different situations may call for different equipment, but weight and its effects on the rider's ability to control the bike must always be considered. EMS Cyclists frequently carry the following equipment:

- AED
- Monitor/defibrillator
- Oxygen
- Maternity kit
- Basic first aid supplies
- GPS
- Drugs
- Blood glucose monitor
- Oxygen saturation monitor
- Large amounts of water

After deciding how to equip the members of your bike team, the next step is to determine the best method to carry the selected equipment. Most EMS providers use a rack-and-pannier system; and in the past several years, several manufacturers have designed medical bags to fit on a bike. These bags help keep medical supplies organized and protect expensive equipment from weather and minor impact. Some cyclists find it effective to use a trailer to transport supplies over rugged terrain.

Bikes and the medical equipment they carry are only as effective as the riders powering them. Riding a bike for the purpose of delivering emergency medical care is a specialized function that requires specialized training. No department should ever consider putting its members out on bikes without first teaching them how to handle a bike, especially one that has

Training

been made awkward and heavy with equipment, under all types of conditions.

Since its inception in 1997, the IPMBA EMS Cyclist program has been sweeping the pre-hospital EMS community around the country. This comprehensive program is increasingly chosen as the favored training program for EMS bicycle teams. EMS providers of all types and sizes have selected the IPMBA EMS Cyclist program for their training needs.

The bike-handling portions of the IPMBA EMS Cyclist program are based on the proven and safe principles of John Forrester's Effective Cycling program. Effective Cycling techniques combine principles of traffic flow, state traffic laws, and the physics of bicycling to teach a method of cycling in traffic which enhances the predictability and safety of the cyclist and surrounding motorists.

IPMBA's EMS-specific bike training is the result of input from a group of EMS bike patrol experts working to meet needs identified by active EMS bike team members. The course content is very diverse, focusing on the bicycle as both a mode of transportation and as an effective EMS tool.

The IPMBA EMS Cyclist course provides students with a foundation in bike-handling skills as they relate to EMS operations. Special attention is given to cycling with a heavy load, load placement, EMS gear management, and scene safety. Lessons include Fitness and Nutrition, Promoting Bike Safety, Effective Cycling, Technical and Vehicular Cycling, Hazard Avoidance, Basic Maintenance, Uniforms and Equipment, Load Placement, Legal Issues, and EMS Safety Considerations.

For more information about the training available to EMS Cyclists through the International Police Mountain Bike Association, visit www.ipmba.org, call 410-685-2220, or email ipmba@aol.com.

Funding

Once you have determined your team uses, equipment needs, and training requirements, you must turn to the question of funding. This information is designed to assist you in obtaining financial support and in-kind contributions to help you establish, equip, train, and sustain your bike team. It provides advice on how to get started, describes a basic fundraising process, identifies typical funding needs and potential sources, and highlights the key principles of successful fundraising.

Step I: Define the uses and the size of your EMS bike team (see the *Team Uses* section of this packet).

Step II: Determine your equipment needs and project the cost of that equipment. Minimize but do not understate the expected costs.

What does a bike team need, and how much does it all cost? Do your research, determine your needs, and devise a realistic estimate of how much it will cost to obtain and maintain the necessary equipment.

Consult IPMBA, IPMBA conference vendors who specialize in outfitting public safety cyclists, bicycle publications, local bike shops, on-line suppliers, and established bike teams to get the most accurate picture of both the initial outlay (usually big-ticket items) and on-going costs.

Bikes vs. Golf Cart: What is the cost differential? How will your unit be used? Will it be full-time or utilized for special events, search & rescue situations, and other occasional purposes? Will each member have his/her own bike, or will they be shared?

Bike Team-Specific Equipment and Accompanying Costs: Uniforms, helmets, gloves, eyewear, shoes, day and night operations, summer and winter operations, medical equipment, etc. Some equipment may seem unnecessary to the oblivious budget specialist but are essential to your everyday operations. Be prepared to justify why you need a certain type of equipment. Try to identify items likely to be rejected by your agency and focus your efforts on obtaining those items through your fundraising efforts.

Maintenance and Repair: Do not overlook the on-going expenses of maintenance and repairs. Weigh the pros and cons of a service contract with a local bike shop against those of maintaining the bikes in-house. Consider the amount and type of use (and abuse) the bikes are likely to experience.

Step III: Determine your training requirements. What type of training will your team members receive? How much does that training cost? Will the training fees be the responsibility of the agency or the team member? How many members will your bike team have? Is it more economical to have one or more individuals certified as IPMBA EMS Cyclist Instructors than it is to send all members to a training course provided by another organization?

Step IV: Develop a realistic budget. Your research will provide you with facts and figures on what it costs to fund a successful bike team. Use that information to develop a realistic budget. Your budget will help you plan your fundraising effort, sell it to prospects, and measure its success.

Step V: Identify what “funding” means to you and your department.

Policies and Procedures: Do not assume that your agency will appreciate your fundraising efforts. Familiarize yourself with any requirements and restrictions imposed upon donations of money and/or equipment by your agency or local governing bodies.

Cash Donations: Before you start, establish a procedure for receiving, processing, and allocating financial contributions for specific purchases. If possible, consider saving unrestricted funds to purchase equipment not donated by other sources.

Equipment Donations: Approach potential donors with a list of specific equipment and the projected costs. Do not accept items that you do not need and cannot use.

Benefits & Recognition: Be prepared to offer your donors something in return. Explain how their donation will ultimately benefit themselves, and put your plans for recognizing their contributions in writing. Make sure your plans are acceptable to your department and can be accomplished at no cost to you.

Step VI: Locate possible sources of funding.

Your Department/Agency: Traditional budget; unclaimed/seized property auction.

Departmental Related Organizations: Fire/EMS foundations, etc.

Local and State Government: Grants and monies may be available for local EMS projects.

Civic Organizations: Approach community & neighborhood associations, civic associations (Lions, Elks), and business associations (chambers of commerce, marketing co-ops, downtown partnerships). They are often generous to organizations providing services to their communities. Be creative!

Corporate Sponsors: Never hurts to try. Some corporations will give sizable donations to generate publicity and goodwill.

IPMBA: IPMBA notifies its members whenever it becomes aware of any potential donors. The IPMBA conference always features a workshop on funding sources for bike units.

Local Bike Shops: Negotiate an exclusive supplier arrangement in exchange for a discount on parts and/or labor. Offer to provide EMS support for their events as part of the deal.

Insurance Companies: Money is often available for public education, especially programs such as helmet giveaways and bike rodeos.

Fundraisers: Traditional fundraisers still work and are limited only by your imagination and energy. If your department permits this type of activity, it can be both fun and easy. Try selling t-shirts, bumper stickers, or other items; sponsoring a race, bike rodeo, or bike wash & repair; throwing a pancake breakfast or spaghetti dinner; or holding the ever-popular bake sale. Be sure to publicize your event to both the corporate and the residential communities.

Step VI: Review your department's policy on fundraising *again*.

Step VII: Sell your unit to potential sources of financial and/or in-kind support.

Perspective: Try to see your agency through the eyes of the person you are asking for support. How has your agency benefited them in the past? How will your bike unit assist them in the future? Why do/should they care? Try to answer the question in their minds, "what's in it for me?"

Build Relationships: Don't expect to meet your financial goals overnight. Fundraising is not necessarily a quick process. It can take years, so cultivate important relationships within the community in the course of doing your job. Recognize all donors, no matter how small the donation; you never know the growth potential.

Develop a Pitch, and Stick with It: Be consistent in your needs, wants, and expectations. While it may be appropriate to tailor some of the details for a particular audience, don't change your story. Members of a community – especially a small one – do talk.

Success Sells: Paint a realistic picture of your bike unit. Describe how effective an EMS bike unit is (or can be) in the community, provide samples of the type of media coverage you have received, and share your own heart-warming (or chilling!) stories that will make it hard for them *not* to support you.

Step VIII: Recognize your supporters at every opportunity.

Good Luck!

Nine Cardinal Principles of Fundraising

Big ideas with accompanying umbrella-like words that make a whole lot of sense when applied to your individual organization:

- 1) *Institutional or organizational objectives must be established first.*
- 2) Development objectives must be established to meet institutional goals.
- 3) The kinds of support needed determine the kinds of fundraising programs.
- 4) The institution must start with natural prospects.
- 5) The case for the program must reflect the importance of the institution.
- 6) Involvement is the key to leadership and support.
- 7) Prospect research must be thorough and realistic.
- 8) Cultivation is the key to successful solicitation.
- 9) Solicitation is successful only if Cardinal Principles 1 through 8 have been followed.

Source: Thomas E. Broce, "Nine Principles of Fundraising" in *Fundraising: The Guide to Raising Money from Private Sources*.

Fundraising Rules of Thumb

- Be sure to clear any fundraisers with your department's "brass."
- Be certain that donated moneys are properly earmarked for the bike unit.
- If someone asks, "How much do you need?", tell them! Add a small percentage more to act as a safety net. Don't be surprised if they give it to you.
- When you do receive a donation, always write a thank-you note. Be prepared to provide a receipt if requested.
- Develop a "pitch" that is comfortable and effective, and stick to it.
- When writing for assistance, avoid generic form letters. Personalize each letter to its intended receiver.
- When applicable, point out that donations can be tax deductible.
- Tap all resources in your organization.
- Try several different types of fundraisers. Don't count on your first effort to produce all the funds you need.
- Remember, the money is out there! Good luck!

Source: J. Leith Harrell, Deland (FL) PD, "Non-Traditional Funding for Bike Units" in *IPMBA News*.

ADDITIONAL READING

Fund Raising: the Guide to Raising Money from Private Sources by Thomas E. Broce

Achieving Excellence in Fund Raising by Henry A. Rosso and Associates

The Guide to Criminal Justice Grants by Paul Plaisted

Getting Funded by Mary Hall, Portland State University

Complete Guide to Getting a Grant by Laurie Blum

Getting a Grant in the 1990's by Robert Lefferts

Writing a Successful Grant Application by Liane Reif-Lehrer

Fundraising Ideas: Over 225 Money-Making Events by Janell Shride Amos

How to Write Successful Fundraising Letters by Mal Warwick

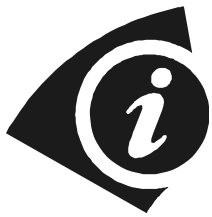
Successful Fundraising by Joan Flanagan

Revolution in the Mailbox: How to Direct Mail Fundraise by Mal Warwick

Successful Fundraising by William K. Grasty

Grass Roots Fundraising Book by Joan Flanagan

Successful Community Fundraising by Sheila W. Peterson



Additional Resources

- EMS on Bikes Fact Sheet
- Starting a Bike Patrol
- Toronto EMS Mountain Bike Program
(Toronto, Ontario)
- Troy Fire Department Bicycle Paramedic
Program Manual *(Troy, Ohio)*
- Williamson Medical Center EMS Bike
Medic Program *(Franklin, Tennessee)*

EMS on Bikes Fact Sheet

GENERAL INFORMATION

- There are approximately **240 EMS bike teams** across the United States.
- **Bike units can be found in all types of agencies** – city and county-based fire/EMS departments, small towns, villages, military installations, hospital-based EMS, colleges, universities, and search and rescue teams.
- **Many bike units operate year-round**, and not just those in warm climates. Boston, for example, uses bikes throughout the winter months.

BENEFITS TO THE COMMUNITY

- **Bicycles can easily penetrate crowds** – in highly congested areas EMS personnel on bikes and cyclists can move more quickly and safely than those in golf carts, Gators™, or on foot, and can reach areas that are not accessible to ambulances.
- **Response time in heavy traffic is improved** – during their trial period in Orlando, bike medics responded in less than one minute 55% of the time; less than two minutes 83% of the time; and less than three minutes 95% of the time; contrasted with an average of four minutes for motorized rescue units.
- **EMS Cyclists lead by example** – promoting helmet use and bike safety to the community and its children.

BENEFITS TO DEPARTMENTS

- **Bicycles are great for public relations** – a team member on a bike is much more approachable than one in an ambulance.
- **Bicycle use promotes good health** – and departments benefit from decreased healthcare costs.
- **Bicycles are enjoyable** – even occasional bike duty improves morale.
- **Bike units are cost-effective** – the average cost per bike (not including medical supplies) is approximately \$1200, a fraction of the cost of an ambulance or any motorized vehicle.

EQUIPMENT

- **Every agency has a unique set of needs** – governed by terrain, climate, intended use, frequency of use, funding, and preference.

- **Type of bike** – there is not one favored brand of bicycle, although the majority of agencies use multi-speed mountain bikes. Some have front or full suspension.
- **Accessories & components** – a wide variety of lights, tires, computers, and other accessories are available. Most bikes are equipped with racks and panniers to carry life-saving equipment.
- **Uniforms** – attire ranges from slightly altered department-issued clothing to custom-made bicycling apparel. Approved cycling helmets are always required.
- **Medical equipment** – many of the items typically found in an ambulance are also found in an EMS bicycle pannier: basic search and rescue equipment, cardiac monitor/defibrillators, AED's, drug bags, traction splints, GPS.

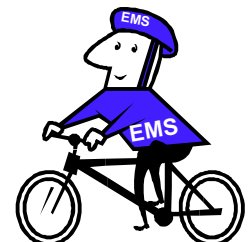
TRAINING

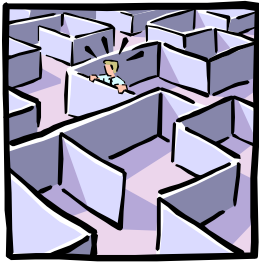
- The **International Police Mountain Bike Association** has provided training to over 20,000 public safety cyclists, both police and EMS personnel.
- The **IPMBA EMS Cyclist Certification Course**, taught by IPMBA-certified EMS Cyclist Instructors, is a must in today's liability conscious society. It includes bicycle handling skills, night operations, bicycle maintenance, emergency maneuvers, fitness and nutrition, group riding, load placement, scene safety, and other essential topics.
- The **IPMBA Instructor Certification Course**, taught by an elite cadre of experienced trainers, takes talented EMS Cyclists to the next level. IPMBA has certified nearly 50 EMS Cyclist Instructors, and that number continues to grow.
- The **IPMBA Annual Police on Bikes Conference** offers a variety of on-bike and classroom training opportunities, such as *EMS Scene Safety*, *EMS-Specific Equipment Needs*, *Effective Use of EMS Bikes*, and *EMS Scene Safety: Practical Applications*.

For More Information or to Join IPMBA

Call 410 685-2220 • Visit www.ipmba.org • E-mail ipmba@aol.com
Write 28 East Ostend Street, Baltimore, MD 21230

IPMBA is a non-profit educational organization providing resources, networking opportunities, and the best, most complete training for public safety cyclists. For just \$40 per year, IPMBA members enjoy the informative IPMBA News, discounted registration to the annual Police on Bikes Conference, discounts on merchandise offered exclusively to members, and a free subscription to Bicycling magazine.





Starting a Bike Patrol — Getting Back to Basics

Working through the maze of questions, necessary components and policies while setting up a bike patrol is daunting. Below is an outline that will help.

By Lt. Tom Northfell
Chicago Police Department (IL)

I am often called upon for advice regarding starting up a public safety bike patrol. The following are some issues to consider, based upon the trials and errors that I have experienced as a bike patrol supervisor:

OFFICER SELECTION

How the bike patrol officers will be utilized is of primary consideration. This will vary by department, but must be formulated before issues such as personnel selection, training, uniform and equipment needs are addressed.

Issues to consider:

1. Will the officers be utilized full or part-time? Assigning officers to patrol on bike only when there is an excess of manpower, sends the impression that bike patrol is relatively unimportant in the eyes of the administration. NOTE! The amount of commitment on the part of bike officers is often relative to the amount of commitment they receive from their administration.
2. What is the operational function of the bike patrol?
 - a. Patrol (performing the function of a beat car)
 - b. Specialized Patrol (lakefront, parks, business district)
 - c. Tactical Operations (narcotics, burglaries, etc.)
 - d. Events (parades, community events, bike safety rodeos)
3. Will the officers be riding at night?
4. Will the officers be expected to operate in inclement weather?

5. If your department does not have a bike unit policy statement, in the form of General Orders, S.O.P's and/or Training Bulletins, consider writing one. This will establish, and document, procedures and guidelines, for the officers to follow. This will also allow for disciplinary actions to be taken against officers that deviate from department policy (i.e. failure to wear a helmet), and protect the department from civil liability.

OPERATIONS

The selection of qualified personnel is a key component for a successful bike patrol program. Issues to consider:

1. Selected officers must have the physical fitness and stamina to perform their required duties. A complete physical exam (including a stress test) is recommended BEFORE training and selection.
2. The best bike rider IS NOT necessarily the best personnel selection for a public safety bike patrol. I would rather select an experienced, aggressive, street-wise cop that is willing to learn bike handling skills, than an experienced NORBA racer that is inexperienced or un-motivated in the area of law enforcement. The ideal candidate is one that possesses both prior bike handling skills, and a positive work record in law enforcement.

TRAINING

For the safety of the officers and the public, as well as department liability, training is essential. IPMBA certified training is a nationally-recognized standard within the law

enforcement community, providing bike officers with the knowledge and skills necessary to perform their duties skillfully and safely. Failure to train (or train adequately) is a liability nightmare for any department, especially when it can be shown in a civil trial that training was available and accessible.

BICYCLES

For bike cops, bicycles ARE department vehicles. More efficient than foot patrols, effective as a community policing tool, and less expensive than the purchase and maintenance of a patrol car, patrolling on bikes is a wise departmental choice. However, the following issues should be considered before purchasing bikes:

1. Ideally, a bike should be fitted for, and issued to, one officer only. Sharing bikes among officers working different watches:
 - a. Creates sizing/fitting problems.
 - b. Reduces officer accountability for maintenance, repair, and/or damage of "their" department-issued bike.
2. Frame considerations
 - a. Aluminum is lighter, but less durable and repairable.
 - b. Cro-moly is heavier, but more durable and repairable.

3. Cost

Considering the cost, and maintenance, of a fully-equipped squad car or EMS vehicle, providing officers with a quality bike pales in comparison. Departments can purchase a fully-equipped "police

(Continued on page 18)



(Continued from page 17)

model" bike for under \$1,000. However, regarding the acquisition of bikes, the following issues should be considered.

- a. If possible, do not use bikes acquired from your recovered property inventory, especially if you are going to repair your own bikes. The parts inventory logistics makes this both ineffective, and in the long-run, inordinately costly.
- b. Acquiring bikes through community donations, can be seen as an attractive alternative to utilizing monies from your department's budget. However, the donors will almost always want to dictate how, and when, the bikes are utilized.
- c. Budgeting for the acquisition of bikes is only half of the financial equation. Maintenance and repair of the bikes, is the other half. Yearly maintenance costs per bike varies depending on whether or not the bikes are serviced by a bike shop or police personnel. Departments can avoid bike shop labor charges (averaging \$25.00 per hour), and unnecessary officer down-time, by having in-house bike mechanics, tools, and an inventory of bike parts. The IPMBA Maintenance Officers Certification Course provides officers with the skills necessary to perform this function, as well as affording their department the opportunity to purchase bikes at a reduced cost, direct from certain manufacturers.

EQUIPMENT

Standard equipment for the bicycles includes:

1. Bar ends
2. A pedal retention system
3. Rear stabilizer (kickstand)
4. Bike rack
5. Water bottle cages
6. Rack pack, with the following:
 - a. Basic bike tools
 - (1) A set of allen wrenches
 - (2) A set of screwdrivers

- (3) Socket wrench kit
- (4) Chain tool
- (5) Extra pins (for Hyperglide chains)
- (6) Needle-nosed pliers

- b. Inner tubes (2)
- c. Tire levers
- d. Tire pump & gauge
- e. Basic first-aid kit

7. Tires suitable for your terrain
8. Bike lock

Optional equipment includes:

1. A lighting system (for night patrols)
2. Suspension (front and/or rear)
3. Bike carrier (for the squad car)
4. Horn or siren
5. Fenders
6. Composite wheels (eliminates the time and expense of replacing broken spokes and truing wheels)

UNIFORMS

What the officer wears should not only readily identify him/her as a public safety officer from your jurisdiction, but should also provide safety and comfort. Clothing made from CoolMax, Thermstat and GoreTex, will provide comfort in a variety of weather conditions. Other items for consideration include:

1. Helmets

The mandatory wearing of bike helmets is a must. Helmets should have either a ANSI, Snell or ASTM certification. In cold weather conditions, consider the use of a Lycra helmet cover to retain heat.

2. Eyewear

Protects the eyes from UV rays, wind, dust and bugs.

3. Equipment Belts and Holsters

With the moisture incurred in riding (sweat and rain), leather duty-gear just doesn't hold up. Consider using belts and holsters made of Codura nylon. Because of the increased vulnerability inherent to bike officers, the use of double or

triple retention holsters is strongly recommended.

4. Hand Protection

For protection, control, comfort, and to avoid Carpal Tunnel Syndrome, finger-less gloves in the summer and mittens in the winter, should be a standard uniform item.

5. Shoes

There are several brands of shoes on the market designed for the bike patrol officer, for use with toe clips and/or clipless pedal systems.

This is, by no means, a complete and exhaustive list of information and considerations concerning starting a bike patrol. Hopefully, it will point you, as a public safety administrator, in the right direction for making your bike patrol a success.

I have purposely not recommended, or endorsed, any specific companies, brands or models. However, many of these items are available to IPMBA members at a reduced cost through IPMBA's Product Purchase Program. In addition, product reviews are available from past and future issues of the IPMBA News.



TORONTO EMS MOUNTAIN BIKE PROGRAM

Toronto, Ontario

Implemented in the spring of 1996, the Toronto EMS Mountain Bike Program is designed for use during the various special events that Toronto EMS serves throughout the year.

The primary objective of the Toronto EMS Mountain Bike Program is to provide rapid response through congested areas, allowing paramedics to arrive at the patient's side faster than a traditional ambulance might. As well, the program promotes safe bicycle riding and injury prevention to the public.

Toronto EMS currently owns six mountain bikes and has two CAN-BIKE instructors on staff, who trained 12 additional staff for the expansion of the program in 1997.

The mountain bikes have aluminum frames and suspension forks for negotiating stairs and curbs. The bikes are equipped with heavy duty lighting for night operations. The medical equipment carried on the mountain bike consists of an airway kit, oxygen, suction, glucometry, a symptom relief kit with five medications, first aid kit, and a semi-automatic external defibrillator. A specially designed rear rack and back pack enables the bike to hold all this equipment.

The Toronto EMS Mountain Bike Program is affiliated with Toronto City Cycling/CAN-BIKE for training and education, the Ontario Cycling Association for licensing, and the Toronto Police Bicycle Unit for program development.

The Toronto EMS Mountain Bike Program has attracted a significant amount of attention and support from both the public and the media. Recognized as a high profile initiative, the program received coverage by the media including a nationwide CBC broadcast.

Toronto EMS would like to increase the number of mountain bikes, staff participants and venues that use the program. Funding for program expansion will be achieved primarily through corporate sponsorship.

These are some of the events that the Toronto EMS Mountain Bike Program has provided service to:

- Molson Indy
- Junior Caribana
- The Canadian National Exhibition
- Hardwood Hills "24 Hours of Adrenaline" mountain bike event
- Terry Fox Run
- Big Brothers "High Park Soap Box Derby"
- Several equestrian events at Sunnybrook Park

Mountain Bike Program Uniform

The Toronto EMS Bike Team is issued additional uniform pieces for use when assigned to the bike unit, including:

- Shorts
- Long pants
- Shirts
- Summer riding gloves
- Winter riding gloves
- Jacket
- Helmet

Mountain Bike Program Medical Equipment

The Toronto EMS Mountain Bike Program carries an extensive supply of medical equipment, including:

- Laerdal 911 defibrillator with spare pads, battery, and MCM
- Oxygen (mini tank) with regulator and flow gauge
- Trauma Kit
- Symptom Relief Kit
- First Aid Kit

Trauma Kit Contents

The Trauma Kit includes:

- Symptom Relief Drug Kit
- Adult and child bag valve mask and reservoir bag
- Blood pressure cuff
- Antiseptic hand cleaner
- Adult and child oxygen masks and tubing
- Nasal cannula
- Oral airways
- Portable suction (V-Vac)
- Spare ventolin nebulas (Proventil)
- Saline solution
- Sharps container
- Disposable gloves.

Symptom Relief Kit Contents

The Symptom Relief Kit includes:

- Glucagon
- Epinephrine 1:1000
- ASA
- Nitrolingual spray
- Ventolin nebulers (Proventil) 1.25mg and 2.5mg
- 1cc syringes with 28 gauge needle
- 3cc syringes with 21 gauge needle
- 25 gauge needles
- Alcohol wipes
- Gauze
- Glucometer with glucose test strip
- Band-aids.

First Aid Kit (Fanny Pack) Contents

The First Aid Kit includes the following items:

- Adhesive tape
- CIDA rinse antiseptic hand rinse
- Nasal airways
- Oral airways
- Triangular bandages
- Emergency blanket
- Motion sickness bags
- Gauze (4x4)
- Kling bandage (various sizes)
- Pressure dressings large and small
- Quick splint
- Band-aids.

Mountain Bike Program Bike

The Toronto EMS Mountain Bike Program uses six mountain bikes. Four are Norco brand bikes in sizes of 17", 18.5" (two), and 20"; the remaining two bikes are Aquila brand bikes in sizes 17.5" and 20".

Mountain Bike Features

The mountain bikes feature the following items:

- 7005 aluminum heat-treated T-6 frame with oversized top-tube and down-tube
- 24-speed Gripshift Srt-600i shifters
- Aluminum AFS "S" bend seat stays
- Shimano Deore XT rear derailleur
- Shimano LX rear hub/Axiom sealed front hub
- Tektro RBP cantilevers and 3 finger brake levers
- SR compact drive cranks with high polished arms
- DT Swiss stainless spokes
- Continental Town and Country tires
- 80 lb rated aluminum carrier
- Mega horn
- BLT halogen twin 6w and 15w lights
- Tool kit with spare tube and pump

Courtesy of the Toronto EMS Mountain Bike Program. For additional information, email rbaynham@city.toronto.on.ca. Please include "Toronto EMS Mountain Bike Program" in the subject area.

TROY FIRE DEPARTMENT

Bicycle Paramedic Program Manual — Troy, Ohio

I. Mission Statement

The Troy Fire Department's Bicycle Paramedic Program is established for the purpose of providing superior pre-hospital medical services to the citizens and visitors of the City of Troy. The goals of the Program are as follows:

- Provide rapid access pre-hospital emergency medical services to the community
- Increase community awareness and education about bicycle and helmet safety

II. Member Selection

Because the bicycle program is unique and demanding, it takes highly motivated members to staff such a team. Members selected will promote the program in the eyes of the department and the public by their demeanor, activities, and accomplishments. These members are to be the foundation and continual refortification of the program's success. Members of the Bicycle Program will be selected by the following process:

- State-certified as an EMT-P
- Written letter, to include the applicant's reasons for wanting to join and what they can bring to the program

Once selected, members will be continuously evaluated on several criteria:

- Completion of an approved 32-hour EMS Bicycle Operations Course following the International Police Mountain Bike Association's (IPMBA) Emergency Medical Service Cyclist curriculum.
- Ability to operate and ride the bicycle safely and proficiently so as not to endanger themselves or anyone around them.
- Physical ability to endure long periods and distances of bicycle riding, and still properly perform their duties.
- Compliance with training schedules.
- Ability to efficiently work as a team member.
- Active participation in **all** bicycle education programs.

III. Deployment

- A. The Bicycle Unit shall work assignments as assigned by the Bicycle Program Coordinator. If another agency requests that the Bicycle Unit work with them, the Bicycle Program Coordinator or the Special Events Assistant Chief shall be notified at least two weeks in advance.
- B. Staffing for assignments will be done on a scheduled basis. Every attempt will be made to afford each member the same number of bike assignments by the end of the calendar year.

Any member who agrees to work an assignment and is unable to fulfill the obligation must notify the Bicycle Program Coordinator or the Special Events Assistant Chief no

less than 24 hours prior to the assignment. It is the responsibility of the assigned member to find his or her own replacement, except in cases of illness or emergency. The replacement must be a member of the Bicycle Program. The member must inform the Bicycle Program Coordinator or Special Events Assistant Chief of the identity of his or her replacement.

- C. EMS bicycle medics shall always be deployed in teams of two and will operate as such. No team member will respond solo unless special circumstances arise (such as mechanical failure). There may be times that the team is divided to cover different areas (such as sports tournaments). If you are apart, you must contact the other member to respond to your assigned area if needed.
- D. The Bicycle Unit shall deploy to assignments regardless of time of day and in inclement weather conditions, provided that the conditions do not become hazardous to the member (e.g., hail, severe lightning, tornadoes, etc.). Common sense must prevail. The Bicycle Program Coordinator or the Special Events Assistant Chief must be advised as soon as possible if the event is cancelled.
- E. Public education is a large part of the Bicycle Program. It is expected of each member to participate in these educational activities. All public education activities will be scheduled in advance of the event.

IV. Legal Issues

- A. Members shall obey all traffic laws, including stop signs, traffic signals, and lane usage. Riders should be aware that their conduct is under close scrutiny by the public.
- B. In emergency situations, the Ohio traffic laws governing the operation of emergency vehicles shall be in effect.
- C. All riders shall utilize hand signals as taught in the 32-hour IPMBA EMS Bicycle Operations Course for turns, lane changes, and stopping.
- D. During night operations, all State and City laws concerning lighting on bicycles shall be followed.
- E. As a rule, bicycles should be operated on the street. Sidewalks and bike paths should be avoided, with the following exceptions: to respond to calls, need for access, or special circumstances.

V. General Procedures

- A. The EMS Bicycle Program is a very high profile unit. All members are to keep this in mind while representing the Bicycle Unit and Troy Fire Department. The public will naturally want to speak with you, see what kind of bicycle you are riding, etc. Bicycle Program members should make every attempt to speak to the public and develop a positive relationship with the public while on duty. Members should be aware that they are objects of intense public attention and should put forth the effort to maintain a professional image.

- B. The EMS bicycle shall not be ridden by anyone other than a member of the EMS Bicycle Program without the permission of the Bicycle Program Coordinator or the Special Events Assistant Chief.
- C. No team member shall be allowed to work Bicycle Unit assignments unless that member has successfully completed an approved 32-hour EMS Bicycle Operations Course.
- D. Every accident involving personal injury, damage to the bicycle or issued equipment, or damage to property must be reported to the Bicycle Program Coordinator or Special Events Assistant Chief and written on the activity log sheet. If injury is to the public, the on-shift Platoon Commander or the Officer-In-Charge must be contacted to respond to the scene. Law enforcement should also respond.
- E. Both team members will have portable radios while riding an event. These portable radios will come from the fire apparatus. Team members will use radios from E-2 Attack, E-1 Attack and E-3 Attack. There is also a spare portable radio in the Fire Prevention Bureau (FPB). The radio in the FPB will be at Station #2 prior to the event. Team members are responsible for obtaining their own radios prior to event time. It is the team members' responsibility to return the apparatus radios after the event.
- F. It is the responsibility of team members to obtain all needed batteries for both the portable radios and the Lifepak 5. These batteries will come from Stations 1 & 2. Team members will obtain all needed supplies prior to riding the event. All batteries must be returned to Station #1 after the event.
- G. The use of tobacco products is prohibited while assigned to a bicycle event or during training.
- H. Team members must document each patient contact on the shortened Troy Fire Department medical form. This is for the safety of the patient and the member. Members can fill out the regular medical report if the patient is to be transported to the hospital. Fire reports must be completed for any non-medical calls.
- I. Upon arrival to a scene, notify Station #1 of the **exact** location of the call so the response can be logged in the radio logbook.
 - 1. If additional assistance is needed on the scene, call for help as soon as possible.
 - 2. If an ambulance is needed to transport the patient to the hospital, contact dispatch (911).
 - 3. After transfer of the patient to the ambulance crew, re-supply your medical equipment from the ambulance stock.
- J. Upon arrival to a scene, place your bicycle between yourself and gathering crowds.
- K. Helmet and eye protection **must** be worn at all times when the bicycle is in motion.
- L. At the completion of your assignment, you must clean both the bicycle and the equipment. All equipment must be put away and bicycles placed on the storage racks.

- M. To help in getting through congested areas, each team member is issued a whistle. When responding to a call, team members will travel single file. The first member will request the crowd to move by voice command while the second member will use the whistle, blowing in short bursts.
- N. As with any job assignment at Troy Fire Department, you must report to duty clean-shaven.
- O. Failure to comply with any of these policies may result in disciplinary action, or possible termination from the bicycle unit.

VI. Training

- A. Initial training shall be a basic bicycle skills class, as approved by the Special Events Assistant Chief. This class will be conducted by the Bicycle Program Training Officer.
- B. As staffing and moneys allow, additional bicycle skills training is required. This training shall be an approved 32-hour EMS Cyclist Course following the International Police Mountain Bike Association's (IPMBA) EMS Bicycle Operations curriculum.
- C. You may use a department bicycle for unscheduled training, such as levee riding, practice hill descents and climbing.
- D. Each team member shall keep a record of the training completed, including the mileage ridden each training session. This will be tracked on the TFD Bicycle Training Form. This information needs to be turned into the department secretary.
- E. The Training Officer will set up training schedules and may assign training topics to members as needed.
- F. No team member shall refuse training or fail to appear for training without notifying the Training Officer, Bicycle Unit Coordinator or the Special Events Assistant Chief.
- G. Team members will not be permitted to participate in program functions if they do not attend the annual training.
- H. Absence from training can be excused for valid reasons, such as illness (personal or family) or court.

VII. Maintenance

- A. The EMS bicycle is a complicated device that requires special tools for much of its maintenance. Some repairs or adjustments can be done in the field, but most require special training and tools to be done correctly; therefore, no team member may add or replace any accessory, device, part, decal, lettering or make any alteration to the EMS bicycle or equipment without the authorization of the Bicycle Unit Coordinator or the Bicycle Program Maintenance Officer. Failure to comply will result in immediate termination from the Bicycle Program.
- B. The member to whom the bicycle is assigned to for that event is responsible for routine repairs such as flat tires, minor brake adjustments, lubrication, and cleaning.

- C. When repairs are required that are beyond the ability of the member in the field or require special tools, the team member shall request repairs from the Bicycle Program Maintenance Officer.
 - 1. The Maintenance Officer shall notify the Bicycle Unit Coordinator if the bicycle requires additional repairs or needs to be sent to a repair facility.
 - 2. The team member presenting the bicycle for service or repairs shall notify in writing of repairs needed, using the Troy Fire Department standard repair order form.

VIII. Equipment

- A. The Bicycle Program Maintenance Officer shall be responsible for maintaining a supply of spare Vista light batteries, spare rechargeable lighting unit batteries, tubes, tires, and other parts and equipment needed by members of the Bicycle Program.
- B. Abuse and neglect will not be tolerated. Any team members found abusing or neglecting a bicycle or assigned equipment will be subject to disciplinary action and may be terminated from the Bicycle Program.
- C. The EMS bicycle should be kept as clean as possible to present a good image of the unit and the Department as a whole. Inclement weather and other circumstances make this difficult at times but the team member should do his or her best to maintain the bicycle in a professional manner.
- D. The EMS bicycle will be cleaned and maintained in the manner taught in the Troy Fire Department Bicycle Operations Course.
- E. Each team member will conduct an ABC Quick Check, as taught in the Troy Fire Department Bicycle Operations Course, each day before riding the bicycle.
- F. No team member will ride a bicycle that is malfunctioning, has a safety defect, or requires repairs to prevent further damage or wear to the bicycle.
- G. It is the responsibility of the team member assigned to a bicycle to make sure that all equipment is functional and operational at the start of the shift. This includes a fully charged battery for the lighting system, a functional taillight, correct tire pressure, clean water bottles, etc.
- H. Inspection of bicycles and all medical gear shall be performed prior to the start of any detail. Inspections shall be documented on the form provided and submitted to the Bicycle Unit Coordinator. It is the responsibility of each team member to inspect the gear and account for all equipment and medical supplies.
- I. No decals, advertisements, stickers, promotions, or other non-EMS related items shall be placed on the bicycle or its accessories. This does not apply to manufacturer labels or name-brand placards placed on the bicycle or its accessories by the manufacturer, the Bicycle Program Coordinator, or Maintenance Officer.

- J. Bicycles shall not be left unattended at any time unless secured to a fixed object, except in an emergency situation.
- K. During daylight hours, the battery pack for the night lighting system should be removed from the bicycle to prevent theft or damage to the battery pack caused by bouncing and vibrations during normal use of the bicycle.
- L. In the event the EMS bicycle must be laid on the ground (uneven ground surface), care must be taken to lay the bicycle on the non-drive side to prevent damage to the derailleur system.
- M. One tool kit, spare tube, patch kit and one air pump will be carried at all times by each two-person team.

IX. Uniforms

- A. Only the uniform approved by the Program Coordinator or the Special Events Assistant Chief will be worn for bicycle details. **No substitutions.**
- B. The EMS Bicycle Unit uniform will be worn only when the member is assigned to a bicycle detail at a scheduled EMS event. The Bicycle Unit uniform may be worn on other EMS events with permission of the Special Events Assistant Chief.
- C. When riding an event, the shirt must be tucked inside of the uniform shorts or pants.
- D. Each member will be issued a whistle and a lanyard.
- E. EMS Bicycle Unit summer uniform will consist of the following:
 - 1. One short sleeved shirt will be issued by the Department. Shirts will be from Bratwear and will display the star of life with a bicycle over the left breast pocket and the word "paramedic" on the right breast side. Bicycle Unit members may purchase additional shirts at their own expense.
 - 2. A white tee-shirt may be worn under the uniform shirt.
 - 3. Black police style shorts are to be purchased from Bratwear. Members may wear **black** bicycle style shorts underneath the police shorts. Both of these items will be at the team member's expense.
 - 4. A nylon utility belt with belt mounted safety flashing light will be worn with the shorts and will be purchased at the team member's expense.
 - 5. Socks will be white ankle or crew length socks that are plain in design. No fancy or colored socks will be worn. Socks will be purchased at the team member's expense.
 - 6. Shoes will be round-toed shoes (tennis shoe style are acceptable).
 - 7. The cycling helmet will be issued by the Department and will be worn at all times while riding the bicycle or on scene of a call.

8. Should the team member be off of the bicycle for an extended period of time and not on a scene of a call, he or she may wear a red Troy Fire Department baseball-style cap. The baseball-style cap will be purchased at the member's expense.
 9. Riding gloves should be worn while riding the bicycle. These will be purchased at the member's expense.
 10. Eye protection will be worn at all times when the bicycle is in motion. This shall include night operations. Eye protection shall include impact-resistant prescription or other impact-resistant eyewear such as sunglasses, safety glasses, athletic glasses, etc. Troy Fire Department has purchased two pair of clear lenses that will fit on Oakley M Frame style glasses.
- F. EMS Bicycle cold/inclement weather uniform will consist of the summer uniform, with the addition of the following:
1. The jacket is purchased at the member's expense. It must be red/grey and purchased from Bratwear. The jacket may be worn with the shorts or the cycling pants.
 2. Cycling pants will be purchased at the member's expense. The cycling pants are to be black in color and may be worn over the cycling shorts. The cycling pants are to be purchased from Bratwear. The nylon utility belt will be worn with the cycling pants.
 3. A red, long-sleeved polo-style shirt with the proper Bicycle Program markings may be worn.
 4. Members may wear a **white** long-sleeved turtleneck shirt under the long-sleeved shirt. The member must be wearing the long-sleeved uniform shirt in order to wear the turtleneck.
 5. Winter cycling gloves may be worn.
 6. Use of full head covering is approved as long as it is black, will fit under the EMS cycling helmet, and does not obstruct the sight of the rider or the function of the helmet.
 7. Winter socks may be worn as long as they are white.
 8. The shoes for winter will be the same as for summer.
 9. The use of scarves is prohibited due to the danger of being snagged on objects while riding.

Courtesy of the Troy Fire Department Bicycle Paramedic Unit. For additional information, email jbowell@erinet.com.

WILLIAMSON MEDICAL CENTER EMS BIKE MEDIC PROGRAM

Franklin, Tennessee

B-1.1 Team Structure

The Bike Medic Program uses several means to accomplish its goal of promoting EMS, Williamson Medical Center, the Volunteer Auxiliary, Williamson County Government, and the team itself. Several activities are utilized to accomplish this goal, each requiring someone to oversee it. Some activities are on bikes, but many are not. Any of these activities may be of primary importance at any given time. They are all of equal importance in the overall effort.

A description of the responsibilities of those overseeing a function follows:

Program Director: Oversees general operation of the team and provides guidance and assistance as needed to those coordinating other team functions. Identifies needs of team, both collectively and individually, and strives to fulfill those needs.

Events Coordinator: Identifies community functions that may benefit from bike team participation, schedules personnel to work events, works with other agencies to determine how we can best serve their needs, identifies logistical concerns for events and provides for needs of personnel working events, maintains documentation of member participation in on-bike team activities.

Public Education Coordinator: Identifies public educational opportunities for the team, develops training strategies and materials, coordinates team personnel involved in public education activities, schedules personnel for public speaking engagements.

Equipment/Supply Coordinator: Identifies medical equipment needs of team, procures needed items, suggests policy/procedure changes as necessary to ensure optimum deployment of medical resources on events.

Training Coordinator: Schedules team meetings as needed, identifies training needs and provides for qualified personnel to train team members, training sessions, maintains related documentation.

Maintenance Officer: Conducts routine maintenance on department-owned bicycles, maintains related documentation, identifies bike related equipment needs.

Team Members: Participate in all activities beneficial to the operation of the team, make decisions and take action without direction when necessary, identify problems with team operations and report them to appropriate team personnel, perform all functions consistent with the duties of a Bike Medic, other tasks as requested.

B-1.2 Training and Operational Standards

The Williamson Medical Center EMS Bike Medic Program operates in a manner consistent with the International Police Mountain Bike Association's "EMS Cyclist" certification program, and the principles found in the *Complete Guide To Police Cycling*. Every team member is required to attend the EMSC certification course during the calendar year after joining the team. Any member who fails to complete this requirement locally must seek out and attend a course elsewhere at his own expense. Exceptions to this requirement will be considered on a case-by-case basis, but will only be made in rare instances. All members are expected to maintain current IPMBA membership.

B-1.3 Entry Level Requirements

Team participation is open to any WMC-EMS personnel who are willing to learn, participate and practice. Bicycle duty is often dangerous and requires physical exertion. Potential new members should consider whether they are prepared to spend the time and effort to be good team members. Regardless of present fitness and ability, everyone is expected to improve. Many events require up to sixteen hours per day on a bicycle, in all kinds of weather conditions. It can be mentally and physically challenging. Any prospective member is invited to spend time at practice sessions with current members to learn more about the team.

B-1.4 Monthly Training

Every member of the team has four hours of pre-approved practice time. Members should use this time riding in uniform, practicing slow-speed/obstacle type skills, and preferably riding in a high-profile area. Training may also be provided at monthly meetings. Meetings will be scheduled by the Training Coordinator, who will post announcements after placing copies in each member's mailbox at the main station. He may also contact members by phone at his discretion. If a member knows that he will not be able to attend a meeting, he should contact the Program Director, Training Coordinator or Event Coordinator before the meeting. Excused absences will include any normally excused absences from work, as well as scheduling conflicts with work. Any unexcused absences at more than two meetings will be grounds for suspension from the team.

B-1.5 Event Staffing

Whenever practicable, events will be staffed with off-duty personnel first. Frequently this will not provide sufficient staffing for the bike team. In such circumstances, on-duty personnel will request to be moved to bike duty for the day. Those working bike time during their regular shift will follow the procedure for taking paid time off. Some events are taken on very short notice, but every effort should be made to give the supervisor ample time to find a replacement for the ambulance time. Anyone accepting time for a bike event is expected to treat the assignment as a regular workday. Failure to report

for bike duty is regarded as the same as failure to report for your regular work assignment, and is grounds for termination from WMC-EMS. If a team member cannot report for a bike assignment, it is up to that member to find another bike medic to cover the time, provided the absence will leave the event short-staffed. Normally, every event will have extra bike personnel assigned for the day. Accepting time obligates personnel to work events. Additional personnel may request to work events with the approval of the Program Director.

B-1.6 Radio Communications

There are five radios permanently assigned to the Bike Medic Team. These radios are for bike team personnel only, and are to be used for Bike Team related activities. They should not be used for any other purpose without approval from the Program Director. Frequency assignments will vary from one event to another, and any special radio procedures for the day will be discussed with members prior to each event. Unless other arrangements have been made, it is never acceptable for an on-duty bike medic to be without radio contact. If there are not adequate radios for each medic, those without radios must remain in contact with a partner who has a radio. Under normal circumstances, bike team operations will be conducted on 155.515 (ch. 16) and requests for ambulance response or contact with the EOC will be conducted on ch.1. All radio traffic should be conducted with discipline and professionalism. Our current administrative frequency was once used as our primary dispatch frequency, and is still monitored by many citizens.

B-1.7 Medical Equipment

Each set of bags includes a supply list. All bags should be inventoried every time they are put into service. It is not permissible to remove items from any bag for the purpose of eliminating weight. Bike Medics are expected to ride with a full complement of gear for the designation (ALS/BLS) of the bags they are carrying. If desired, two members may re-arrange contents of bags, provided that between them, all items listed on the inventory cards are present. Before taking bikes out of service, all equipment should be placed back into the proper bags as described on the cards. Members who utilize personally owned bags may stock them with approval from the Program Director.

B-1.8 Use of Personal Bikes

The Bike Medic Team owns four bicycles. These are provided for the use of any member who needs them, but they were chosen to accommodate the needs of the majority of personnel on the team. They will not fit everyone. Many personnel choose to ride their own bikes. IPMBA lists minimum requirements for the characteristics of public safety bicycles. Any member who wishes to use his own bike may do so, provided the bike is deemed satisfactory for bike medic use. Doing so affords the opportunity to become intimately familiar with the characteristics of the bike as well as its maintenance requirements, and normally assures better care for the bike. While personal bike use is encouraged, it is strongly suggested that the bike be approved

before purchase. It is possible to spend \$3000 for a bike, only to learn that it is not suitable for our purposes. Personal bikes that are damaged as a result of on-duty use must be repaired at the owner's expense. Any bike which, in the opinion of the Program Director or Maintenance Officer, has a defect which may pose a safety concern, must be repaired at the owner's expense. The Program Director may forbid the use of such bikes until repairs are made.

B-1.9 Use of Departmental Bikes

Departmental bikes are available for use by personnel who need them. Any time a departmental bike is in use, it **must** display the WMC signs, if available. Personal bikes using the Velcro equipped bags should also display the signs. Members who ride department bikes are expected to clean them before placing them out of service. Untrained personnel are not to perform maintenance or repair work on any department owned bike without permission from the Program Director or Maintenance Officer. Only approved lubricants may be applied to any components. Any mechanical difficulties must be reported to the Program Director or Maintenance Officer. Bags should be left on the bikes to provide protection for the components during transport. Extra bags should be hung on the trailer walls at the designated locations. All trash should be removed from the trailer after each event.

B-1.10 Documentation

Bike Medics will utilize one of two forms of documentation on responses that require treatment. First Responder Report Forms may be used on responses that require use of an ambulance. In such cases, the form should be completed and accompany the runsheet to the hospital. On responses that do not require transport, the normal ambulance runsheet should be used to document treatment, or obtain a refusal. Any completed refusal forms should be placed in the Program Director's mailbox at the main station. Bike Medic generated runsheets require times and run numbers, just as if they were ambulance runsheets, unless they were not the result of a dispatched call.

B-1.11 Protocols

A set of protocols have been approved specifically for the bike team. Anytime a Paramedic level Bike Medic is working an event, there should be an ALS level set of bags on site. ALS bags are set up to make use of the following protocols:

- Altered Mental Status
- Anaphylaxis
- Drug Overdose
- Asystole
- Ischemic Chest Pain
- PEA
- Respiratory Distress
- V-fib/ Pulseless V-tach

It should be noted that most BLS bags carry drugs and equipment necessary to treat some of these situations. Even though they may be so equipped, it is recommended that the ALS set always be self-sufficient, requiring no other bags to treat the ALS aspects of the above.

B-1.12 Conduct

Bike patrol is a high profile, close-contact form of EMS work. Bike Medics are expected to interact with the public as part of their jobs. All personnel are expected to be aware of their behavior, both on and off the bike. In the last few years, tobacco use has fallen out of favor with the public. Members who still use tobacco are to use discretion while on bike duty, making an effort to avoid doing so in the presence of the public.

Bike Medics are not exempt from traffic laws. The downtown Franklin area has several streets designated as one-way. It is only permissible to proceed against the designated traffic flow when the road has been closed to vehicular traffic. If you must access an area by proceeding against traffic, walk the bike. Any member who rides against traffic in an emergency, does so at his own risk.

Inside the city of Franklin, it is within the law for a bicycle to use the sidewalk, with certain limitations. The decision to exercise this right must be weighed against the threat to the good will with the public. All pedestrians will be treated with the utmost courtesy. If any pedestrian appears uneasy with the presence of a bicycle on the sidewalk, respect the pedestrian's rights and dismount until he has passed. All personnel should be familiar with the local bike ordinances with regard to riding, walking and parking bicycles on sidewalks.

County and City of Brentwood walking trails also have regulations regarding bicycle use. All personnel are responsible for knowing and complying with the rules regarding bicycle interaction with other users of the facilities (typically, bicycles are to yield to any other users.)

B-1.13 Equipment/ Riding Apparel

The following is a list of approved riding apparel and equipment for bike duty. Any unlisted items may be used with the approval of the Program Director.

Helmet — Bell Forza 2 Pro, or Giro Mojave, white only.

Shirt — Yellow Olympic Coolmax with approved markings and patches. No "class A" shirts.

Shorts — Olympic "Hollywood", black only

Pants — Olympic Cycling Pants, or generic nylon shell with no markings or logos, black only.

Jacket — Olympic "High Performance" or equivalent. Yellow/ black with approved markings and patches.

Shoes — Athletic or approved Rocky 911 without lug soles, black only. Exceptions will be made for cycling shoes matched with clipless pedal setups.

Socks — White, black or yellow. Crew or ankle length with no inappropriate markings or logos.

Gloves — Mandatory. User's discretion.

Protective glasses -- Mandatory day and night. User's discretion.

Whistle — Fox 40 Mini or equivalent. Any color.

Courtesy of the Williamson Medical Center Bike Team. For more information, email six6@concentric.net.